



CITY OF SOMERVILLE, MASSACHUSETTS
MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
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MAYOR

GEORGE J. PROAKIS
EXECUTIVE DIRECTOR

PLANNING DIVISION
HISTORIC PRESERVATION

STEP 1: DETERMINATION OF SIGNIFICANCE
STAFF REPORT

Site: 383 Broadway - Garage

Case: HPC.DMO 2021.17

Applicant: Broadway Somerville
Apartments, LLC

Owner: Same as applicant

Legal Ad: *Demolish garage*

HPC Meeting Date: July 20, 2021

Top: Front elevation

Bottom, left: Left elevation

Bottom, middle: Rear elevation

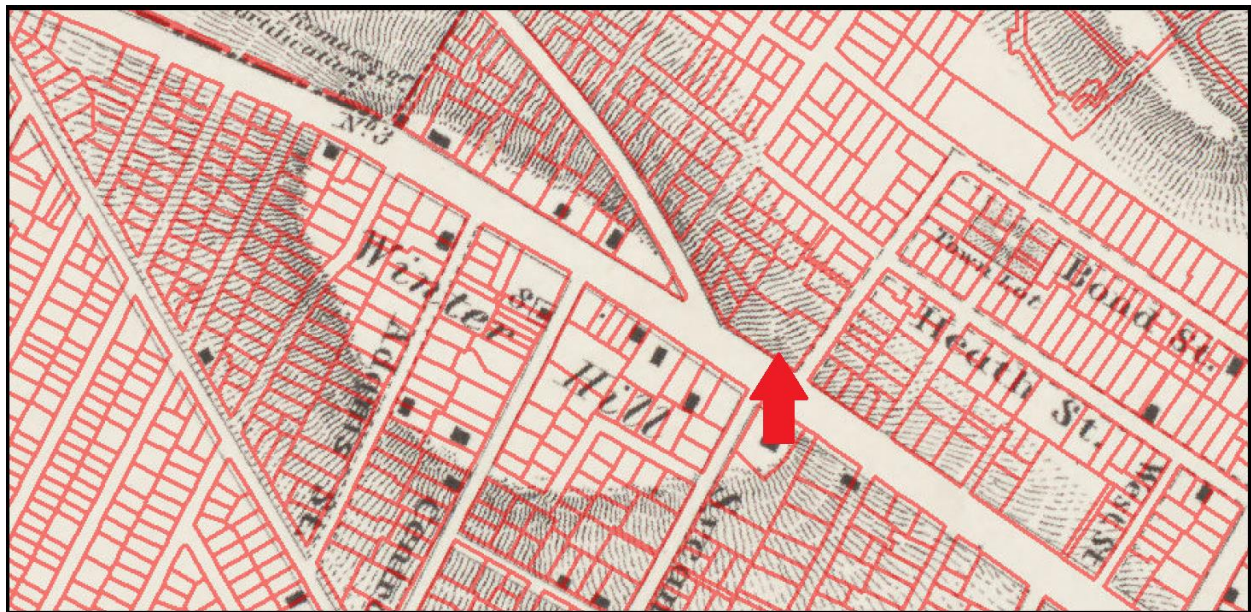
Bottom, Right: Right elevation



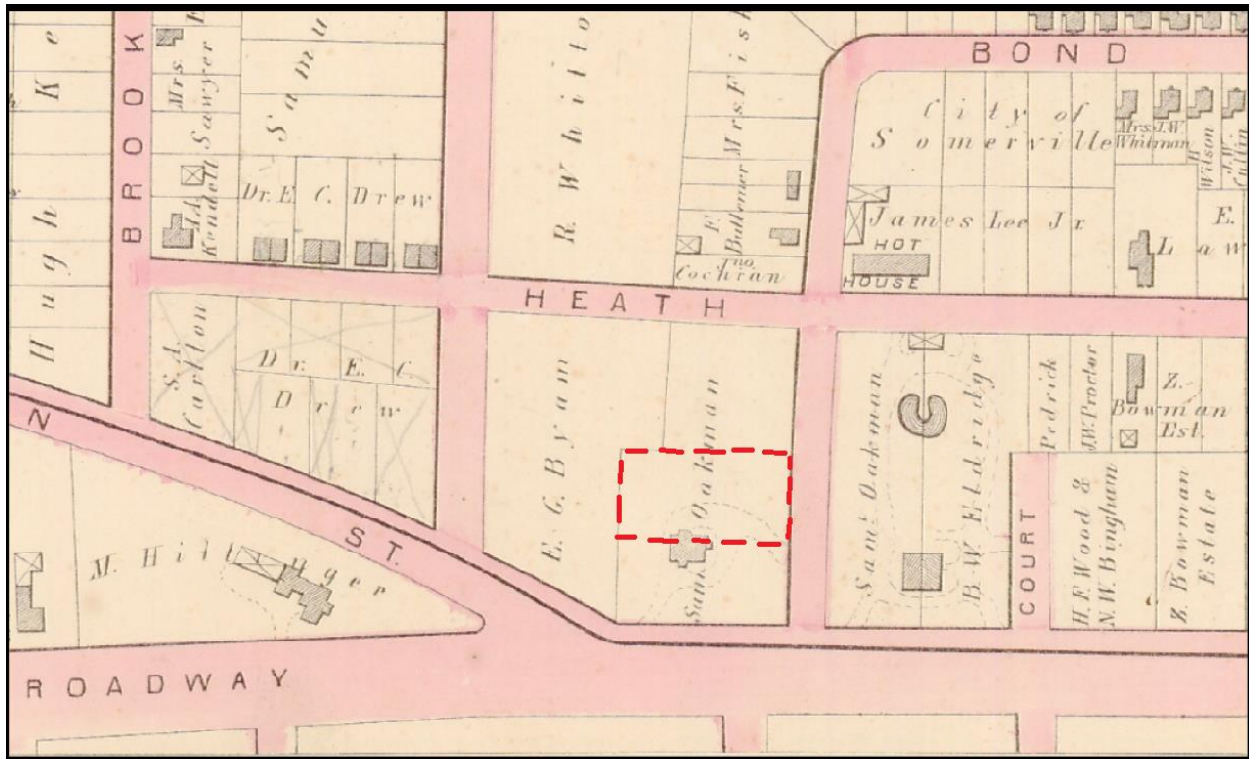
I. HISTORICAL ASSOCIATION

Historical Context: The garage at 383 Broadway is a two-story a-stylistic commercial structure. It is on the same lot as the six-story apartment building that faces Broadway. The garage is located on the rear of 383 Broadway, behind the apartment building, and faces on to Bond Street. Bond Street contains a mixture of two and half story residential houses and three-story triple-deckers. The garage at 383 Broadway was originally a separate property from 383 Broadway, with 10-12 Bond Street as its original address.

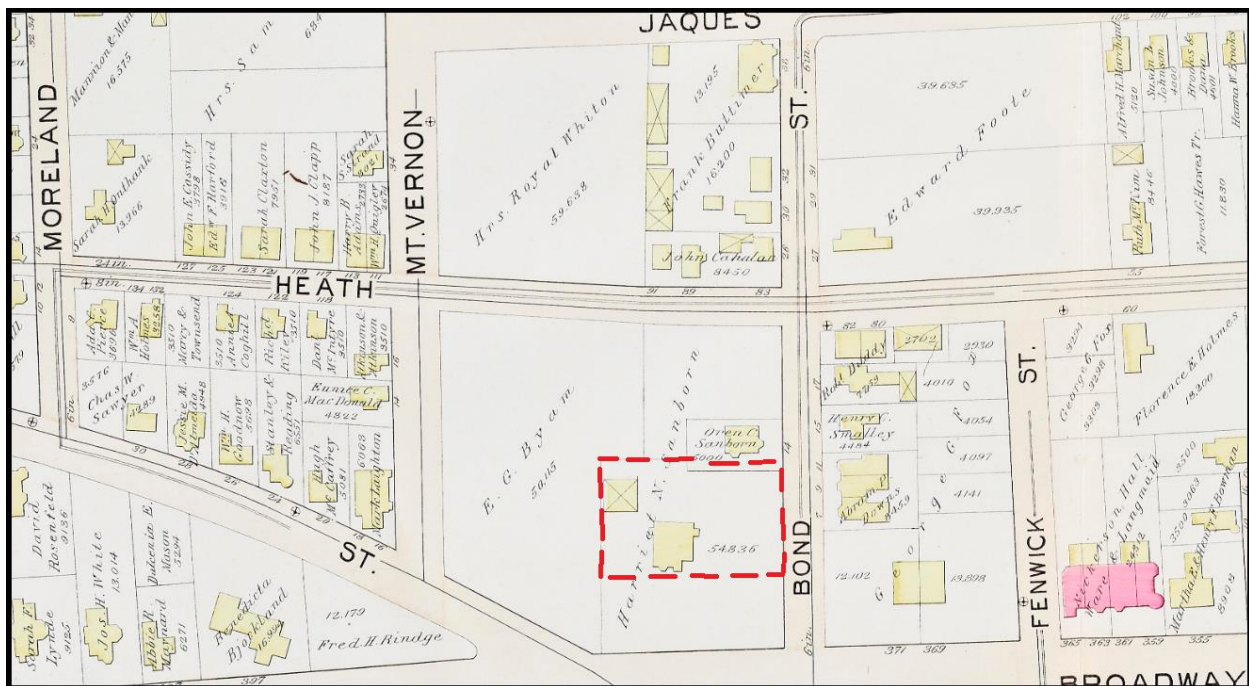
383 Broadway is in the Winter Hill neighborhood. Winter Hill, in the 18th and early-19th centuries was dominated by large tracts of dairy farms, but otherwise was uninhabited. The first subdivision of this land into lots did not occur until the extension of passenger rails into Winter Hill. The Boston and Lowell Railroads began construction in the late 1830s with the Fitchburg Railway following in 1841. After this, small clusters of large single-family lots developed along the major thoroughfares like Broadway. Large scale land speculation did not occur until the post- Civil War boom. Below is the 1852 Draper Map with an overlay of the current lots. Evident is minimal development, commercial or residential, around Winter Hill prior to the Civil War.



The 1880s and 1890s saw the population of Somerville doubled, and with it a building boom. Further single-family buildings were constructed on the plots of Winter Hill as evident when comparing the 1874 Hopkins Map (Plate 36 & 37) with the 1895 Bromley Map (Plate 12), both below



Above: 1874 Hopkins Map, Plate 36 & 37, Winter Hill, approximately the site of 383 Broadway



Above: 1895 Bromley Map, Plate 12, Winter Hill, approximately the site of 383 Broadway

After 1900, four and five story apartment buildings began to replace the large single-family homes. These brick apartments were erected for commuters as inexpensive workers' housing. This was followed by the construction of three-decker houses to meet the need of a growing labor force.

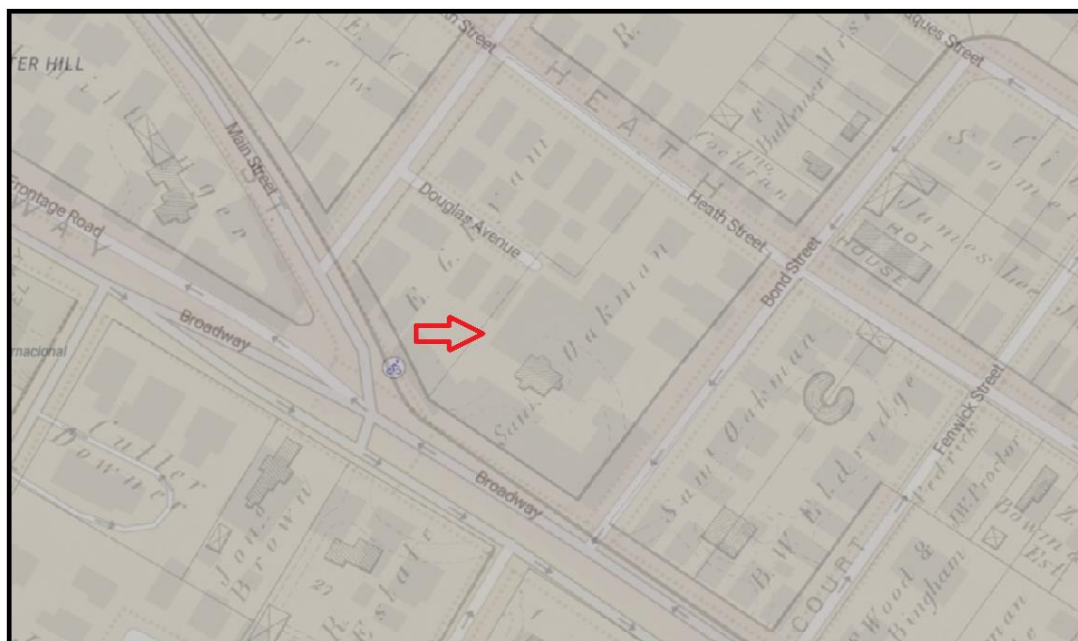
Between 1900 and 1925 Somerville saw an increase in automobiles. Notably, between 1925 and 1927 the marshes of the Mystic River were filled in for the construction of the Ford Assembly Plant. Broadway, as a major thoroughfare developed as a major commercial center. As a center of commerce, Broadway attracted large numbers of customers, many of whom came in their cars. As part of this, several garages and auto-shops were constructed along Broadway. These structures were often one to two stories and made of brick with parapets.

It is during this time that the garage, now part of 383 Broadway, but originally 10-12 Bond Street, was constructed.

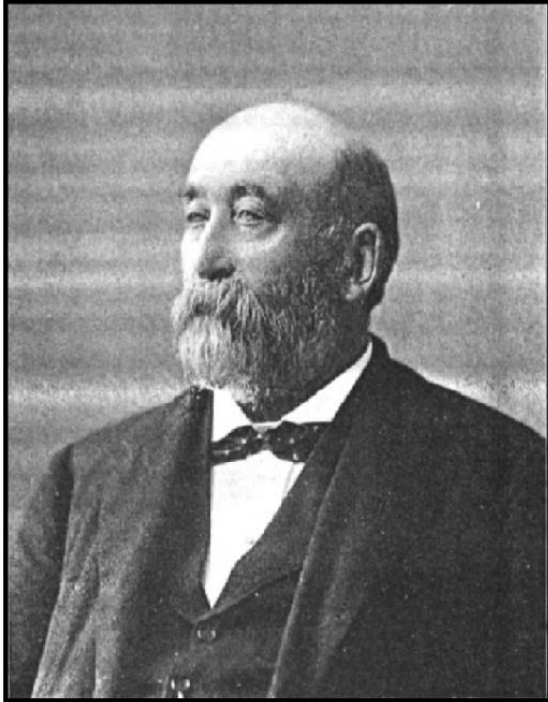
383 Broadway - Garage

Before going into the history of the subject property, Staff would like to note that the Garage at 383 Broadway was built in 1926, and some of the history discussed below is about the history of the land *prior to the construction of the garage*. Furthermore, the address used for the garage vacillates between 10 Bond St and 12 Bond St depending on the source.

The first owner of the **land** that the garage at 383 Broadway sits on was Samuel Oakman. Samuel is listed as the owner of the land in City Directories as early as 1869 and worked for a coal company. By 1871, Samuel worked for Boston Bottle Works at 51 Water. Typical of the time, he owned a large plot of land with a single-family residence. Below is the 1874 Hopkins Map overlayed with the location of current properties. The location of current garage in comparison to Samuel's original plot and home is indicated below.



Left:
Overlay of
1874
Hopkins
Map, Plate
36 & 37,
with 2021
GIS Map



By 1880, the **land** is owned and occupied by James S Sanborn, part-owner of Chase & Sanborn, a coffee and tea company. Living with James was his wife, Harriet, and their four children: Helen, Charles, Oren, and George.

By 1895 James had died and Harriet N. Sanborn is depicted as the owner of the property in the 1895 Bromley Map. We also see that a second structure, perhaps a barn, is constructed. The City Directory for Harriet states she operated a boarding house at this time. Whether she was renting rooms out of her residence or a different structure is unclear.

Left: Photo of James S. Sanborn



Right: Photo of Sanborn Property

It appears from the 1895 Bromley Map that Harriet subdivided a portion of the land and gave or sold it to her son Oren, a salesman.

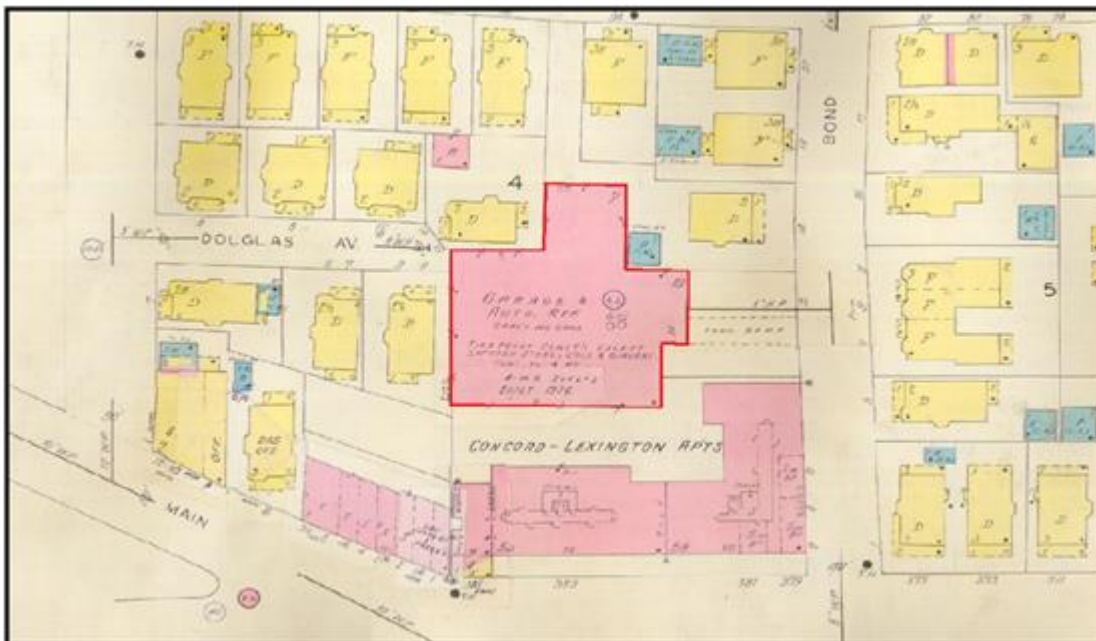
Below is the 1895 Bromley Map overlayed with the location of current properties. The location of the garage at today's 383 Broadway is depicted in comparison to the Sanborn family's original plot and home



Left:
Overlay of
1895
Bromley
Map,
Plate 12,
with 2021
GIS map
Indicated-
1895 lot.

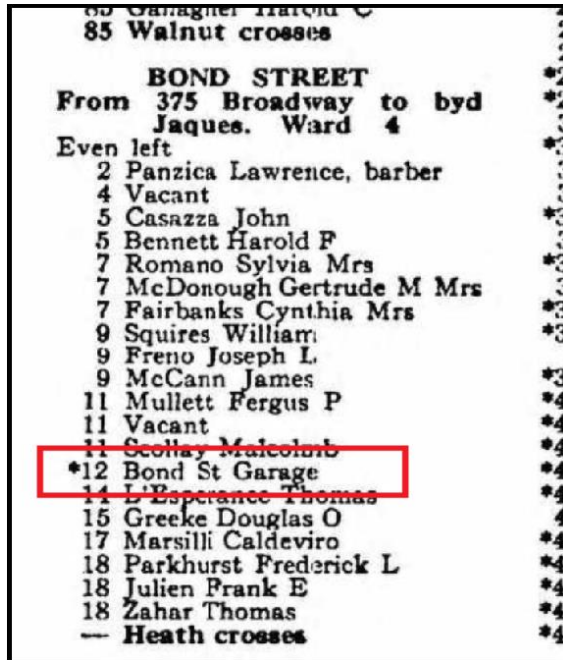
1938-1959 Sanborn Map depicts the current garage at 12 Bond St and apartments at 383 Broadway. Based on the 1895 Bromley Map and the 1938-1959 Sanborn Maps, we can determine between 1895 and 1926 the two original???structures on the land that currently comprise 383 Broadway were demolished and subdivided in to two lots.

The name of the garage and auto shop was Bond St Garage. The first mention of the garage as a business appears in the Boston Globe in 1915. However, according to Plate 57 of the 1938-1959 Sanborn Maps the subject garage was built in 1926. This may indicate that the current structure for the business was built in 1926 and an earlier structure was demolished as the business grew, or the Sanborn map may have the incorrect building date. We do see a large amount of advertisements for the Bond St Garage in the Boston Globe between 1926 and 1928 which coincides with the 1926 construction date. It seems likely that the



Left:
1938-1959
Sanborn
Map
indicating
Bond St
Garage

Bond St Garage expanded their operations between 1926 and 1928. These dates coincide with the construction of the Ford Assembly Plant nearby in 1925. It is feasible that the Bond St Garage saw increased business with the boom of automobiles in the area, and as a result expanded their physical business and increased advertisements.



Above 1940 Somerville City Directory



Above: The Boston Globe, Nov 23, 1928

1940 is the last date that Staff can locate for the Bond St Garage as a business. A 1939 advertisement in the Boston Globe states that the entire bottom floor is available for rent for \$2500. Sometime between 1940 and 2011 the owners of the Apartment complex at 383 Broadway purchased the lot at 10-12 Bond Street. Images of the apartment in 2011 show a sign on the rear side of the building advertising the garage space for rent.

The Bond St Garage was an auto repair shop and garage. It had a capacity of 140 cars, and offered to store cars, both operable (\$10) and non-operable cars (\$8) for a fee.

Joseph Anderson and Oscar G Maynard worked at the business. Oscar Maynard is listed in the 1930 census as a chauffeur for the trucking industry before becoming the Manager at the Bond St Garage in 1933.

At the time, the Bond St Garage was a separate business and property from that of the apartments at 383 Broadway. The current apartment building at 383 Broadway is the original apartment structure depicted in the Sanborn Map, then called the Lexington and Concord Apartments.

Below 1940 Somerville City Directory



II. ARCHITECTURAL DESCRIPTION

Please see the section immediately below which discusses location, design, materials, and any alterations as the same information would be written here, just in longer form.

The National Park Service identifies historic integrity as the ability of a property to convey significance. A property should possess sufficient integrity to convey, represent or contain the values and qualities for which it is judged significant; therefore, the following is an identification and evaluation of these qualities and alterations as they affect the ability of the subject property to convey significance.

The architectural description addresses the garage structure of 383 Broadway.

1. 383 Broadway - Garage

The period of relevance for the house starts c.1926-1940

- a. Location: It is likely that this structure is in its original location and was built on-site.
- b. Design: The structure is a flat roofed, brick garage with decorative parapet and stone quoin. Because the property is built on a hill with the front elevation oriented towards the slope, it has an asymmetrical façade with ground floor entrances on both the first and second story. A ramp leads to the entrance on the second floor of the front elevation.
 - Flat roof with parapet
 - Stone quoins
 - Front Elevation
 - Asymmetric entrance with one garage door bay on both first and second floor
 - Wood rolling garage doors
 - Loading dock entrance on first floor to right of garage door
 - Driveway access to both levels divided by concrete wall
 - Brick siding
 - Stone quoining
 - Concrete banding between first and second floors
 - Decorative stone shield detail on parapet
 - Fenestration consists of large pane steel windows, either vertical pivot or projecting elements in center with fixed surrounding panes.
 - Right Elevation
 - Fenestration consists of large pane steel windows, vertical pivot in center with fixed surrounding panes
 - Two-stories
 - Garage door entryway on first floor on right
 - Garage door bay enclosed with masonry
 - Concrete siding on first floor
 - Brick siding on second floor

- Left Elevation
 - One-story
 - Brick with concrete base
 - Fenestration consists of large pane steel windows, either vertical pivot or projecting elements in center with fixed surrounds.
 - Concrete steps
 - 20th-Century iron railings on steps
- Rear Elevation
 - Fenestration consists of large pane steel windows, vertical pivot in center with fixed surrounding panes
 - Two-stories
 - Access door boarded up with wood
 - Concrete siding on first floor
 - Brick siding on second floor

c. Materials:

- Foundation: Concrete parging over brick,
- Windows: Steel
- Entry: Wood. Wood roll-up garage doors.
- Siding: Brick, stone
- Trim: Stone quoin
- Roof: Flat with parapet

d. Alterations: Enclosure of garage entry bay on right elevation and boarding up of rear access door at street level.

e. Evaluation of Integrity of 383 Broadway – Garage Based on the observations of the building and a study of the historic maps, it is Staff's position that the building does retain integrity of its original form. Minimal alterations have occurred to this structure, and details and architectural design are still apparent.

III. FINDINGS

For a Determination of Significance, the subject building must be found either (i) importantly associated with people, events, or history and/or (ii) historically or architecturally significant. The Historic Preservation Commission (HPC) must make these findings. The portions of the Demolition Review Ordinance (DRO) related to these findings are included below:

A. HISTORICAL ASSOCIATION

Importantly associated with one or more historic persons or events, or with the broad architectural, cultural, political, economic, or social history of the City or the Commonwealth of Massachusetts.

Residential Structure

1. The HPC must make a finding as to whether or not the GARAGE STRUCTURE at 383 Broadway meets any of the criteria stated above.
2. The HPC must specifically state why the GARAGE STRUCTURE at 383 Broadway does or does not meet the threshold for historic significance under finding “a”.

B. HISTORICAL & ARCHITECTURAL SIGNIFICANCE

The findings for historical and/or architectural significance of a historic property address the period, style, method of building construction and association with a reputed architect or builder of the subject property, either by itself or in the context of a group of buildings or structures, and therefore it is in the public interest to be preserved or rehabilitated rather than to be demolished.

Residential Structure

1. The HPC must make a finding as to whether or not the GARAGE STRUCTURE at 383 Broadway meets any of the criteria stated above.
2. The HPC must specifically state why the GARAGE STRUCTURE at 383 Broadway does or does not meet the threshold for historic significance under finding “b”.

If the HPC makes the above finding, the HPC must state their reasons why they take this position.

IV. VOTE

1. When bringing the matter to a vote, the HPC must include the reasons why the GARAGE STRUCTURE at 383 Broadway is or is not “historically significant”.